**REVISION LETTER For Disc 24-2009** Licensed to прап. Printed on 18 Dec 2009.

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JeppView 3.6.3.1

Page 1 Changed chart(s) since Disc 23-2009 ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT INDEX REV DATE

**EFF DATE** 

No revision activity since Disc 23-2009

### **TERMINAL CHART NOTAMS**

#### **Chart NOTAMs for Airport UNKL**

Type: Terminal Effectivity: Temporary Begin Date: Immediately
End Date: Until Further Notice

(10-2B, 10-2C, 10-2F, 10-2G, 10-2K, 10-2L) ATIS 126.8 also available in english.

**Airport Information** 

# UNKL (Yemelyanovo)

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#### **General Info**

Krasnoyarsk, RUS

N 56° 10.3' E 92° 29.6' Mag Var: 5.7°E

Elevation: 942'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+7:00 uses DST

## **Runway Info**

Runway 11-29 12139' x 197' asphalt

Runway 11 (108.0°M) TDZE 942' Lights: Edge, ALS, Centerline Runway 29 (288.0°M) TDZE 942' Lights: Edge, ALS, Centerline, TDZ

#### **Communications Info**

ATIS 126.8

Krasnoyarsk Start Tower 118.3 Krasnoyarsk Taxiing Ground Control 121.9 Krasnoyarsk Approach Control 127.7 TCA Krasnoyarsk Krug Radar 122.0 Krasnoyarsk Transit Operations 131.9

## **Notebook Info**

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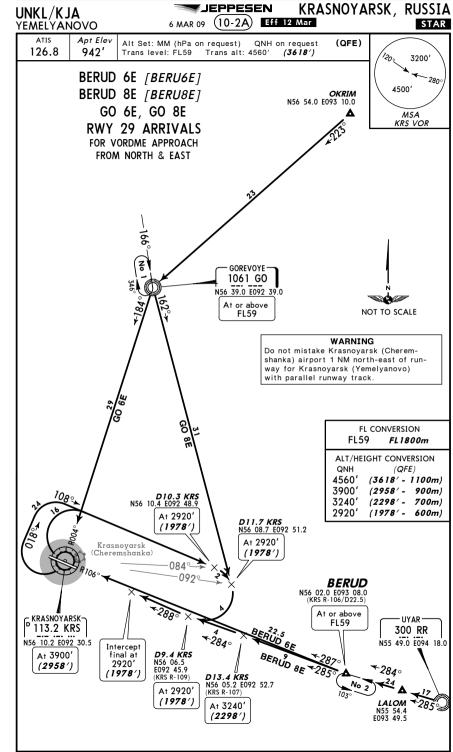
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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA 10-2 Eff 12 Mar YEMELYANOVO STAR Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 126.8 942' Trans level: FL59 Trans alt: 4560' (3618') 32001 BERUD 7E [BERU7E] 280 4500' GO 7E, GO 9E **RWY 11 ARRIVALS** MSA KRS VOR FOR VORDME APPROACH FROM NORTH & EAST ▲ OKRIM N56 54.0 E093 10.0 FL CONVERSION FL59 FL1800m ALT/HEIGHT CONVERSION GOREVOYE-(QFE) 1061 GO (3618' - 1100m) 4560' N56 39.0 E092 39.0 3900' (2958' - 900m) At or above 2920' (1978' - 600m) NOT TO SCALE **D13 KRS** N56 17.7 WARNING E092 11.6 **D11.4 KRS** N56 18.2 E092 16.0 (KRS R-310) Do not mistake Krasnoyarsk (Cherem-At 2920 shanka) airport 1 NM north-east of run-(1978') way for Krasnoyarsk (Yemelyanovo) At 2920' with parallel runway track. (1978')**D10.4 KRS** N56 17.6 E092 17.6 At 2920 (1978')1080 **BERUD** N56 02.0 E093 08.0 **D10.6 KRS** N56 14.3 E092 13.0 Krasnoyarsk Cheremshank At or above (KRS R-288) FL59 Intercept 300 RR final at At 2920 N55 49.0 E094 18.0 2920' (1978')(1978')KRASNOVARSK 113.2 KRS N56 10.2 E092 30.5 At 3900' (2958')

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KRASNOYARSK, RUSSIA M JEPPESEN UNKL/KJA (10-2B) Eff 27 Sep STAR YEMELYANOVO Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 126.8 942' Trans level: FL59 Trans alt: 4560' (3618') 3200' Russian only KEDUR 7E [KEDU7E] 280 4500' KEDUR 9E [KEDU9E] N56 18.2 E092 16.0 (KRS R-310) **D10.4 KRS** N56 17.6 E092 17.6 MSA UJ 7E At 2920' KRS VOR At 2920' (1978') RWY 11 ARRIVALS (1978')FOR VORDME APPROACH FROM SOUTH & WEST RANET N56 17.0 E091 08.0 No 4 **KEDUR 9E** 085°→ KEDÜR Krasnoyarsk N56 17.0 E091 33.0 (KRS R-277/D32.8) (Cheremshanka N56 14.1 E091 56.7 D10.6 KRS N56 14.3 E092 13.0 (KRS R-288) At or above (KRS R-277) FL59 At 3900' (2958') Intercept final at At 2920' (1978')2920' - KRASNOYARŠ̃K⊃ (1978')<sup>D</sup> 113.2 KRS N56 10.2 E092 30.5 At 3900' (2958') WARNING Do not mistake Krasnovarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track LADES N55 48.1 E092 14.6 - UST-MANA-At or above 662 UJ NOT TO SCALE FL69 N55 56.0 E092 29.0 At or above 4560' (3618') FL CONVERSION FL69 FL2100m FL59 FL1800m ALT/HEIGHT CONVERSION QNH (QFE) 4560 (3618' - 1100m) 3900' (2958' - 900m) N55 25.0 E091 33.0 🛕 2920' (1978' - 600m)

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KRASNOYARSK, RUSSIA M JEPPESEN UNKL/KJA 10-2C) Eff 27 Sep YEMELYANOVO Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 126.8 942' Trans level: FL59 Trans alt: 4560' (3618') 3200' Russian only KEDUR 6E [KEDU6E] 4500' UJ 6E MSA KRS VOR **RWY 29 ARRIVALS** FOR VORDME APPROACH FROM SOUTH & WEST **KEDUR** N56 17.0 E091 33.0 At or above FL59 D10.3 KRS N56 10.4 E092 48.9 (KRS R-084) N56 17.0 E091 08.0 No 4 At 2920' (1978')Krasnoyarsk Cheremshanka) ← KRASNOYARSK 113.2 KRS E092 47.2 N56 10.2 E092 30.5 At 3900' (2958')Intercept final at 2920' **D9.4 KRS** N56 06.5 E092 45.9 (1978')(KRS R-109) At 2920' (1978')WARNING Do not mistake Krasnovarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track. **LADES** N55 48.1 E092 14.6 At or above FL69 UST-MANA-662 UJ N55 56.0 E092 29.0 At or above 4560' (3618') FL CONVERSION **ROGMA** ▲ N55 25.0 E091 33.0 FL69 FL2100m FL59 FL1800m ALT/HEIGHT CONVERSION QNH (QFE) NOT TO SCALE 4560' (3618' - 1100m) 3900' (2958' - 900m) 2920' (1978' - 600m)

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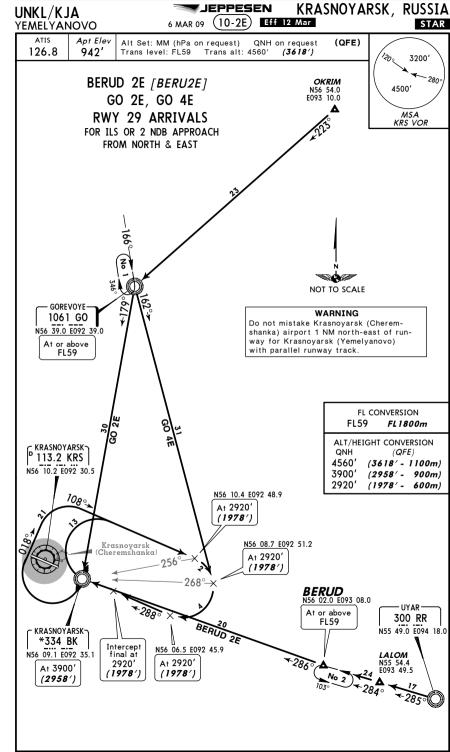
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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA (10-2D) Eff 12 Mar YEMELYANOVO STAR Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 126.8 942' Trans level: FL59 Trans alt: 4560' 32001 28n BERUD 3E [BERU3E] 4500' GO 3E, GO 5E MSA KRS VOR **RWY 11 ARRIVALS** FOR ILS OR 2 NDB APPROACH **△** *OKRIM* N56 54.0 E093 10.0 FROM NORTH & EAST FL CONVERSION FL59 FL1800m ALT/HEIGHT CONVERSION GOREVOYE -1061 GO (3618' - 1100m) 4560' N56 39.0 E092 39.0 3900' (2958' - 900m) 2920' (1978' - 600m) At or above FL59 NOT TO SCALE N56 17.7 E092 11.6 N56 18.2 E092 16.0 (140° brg to AJ) WARNING At 2920' Do not mistake Krasnovarsk (Cherem-(1978')At 2920' shanka) airport 1 NM north-east of run-(1978')way for Krasnoyarsk (Yemelyanovo) with parallel runway track. N56 17.6 ■ E092 17.6 KRASNOYARSK-N56 10.2 E092 30.5 **BERUD** E093 08.0 Krasnoyarsk Intercept At 2920' At or above 300 RR final at FL59 (1978')2920' N55 49.0 E094 18.0 (1978')*LALOM* N55 54.4 · KRASNOŢARSK-\*334 AJ N56 11.6 E092 24.4 At 3900' (2958')

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KRASNOYARSK, RUSSIA M JEPPESEN UNKL/KJA 14 SEP 07 (10-2F) Eff 27 Sep STAR YEMELYANOVO Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 126.8 942' Trans level: FL59 Trans alt: 4560' (36181) 32001 Russian only KEDUR 3E [KEDU3E] 28n 4500' UJ 3E **RWY 11 ARRIVALS** MSA KRS VOR FOR ILS OR 2 NDB APPROACH N56 18.2 E092 16.0 FROM SOUTH & WEST (138° brg to AJ) At 2920' (1978')**KEDUR** N56 17.0 E091 33.0 At or above FL59 ~ KRASNOYARSK~ 113.2 KRS **RANET** N56 17.0 E091 08.0 N56 17.6 N56 10.2 E092 30.5 E092 17.6 KEDUR 3E N56 14.3 E092 13.0 At 2920' Intercept final at (1978') 2920' (1978')KRASNOYĀRSK-Krasnoyarsk \*334 AJ N56 11.6 E092 24.4 At 3900 (2958') NOT TO SCALE WARNING Do not mistake Krasnovarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track. FL CONVERSION FL69 FL2100m **LADES** N55 48.1 E092 14.6 FL59 FL1800m At or above ALT/HEIGHT CONVERSION FL69 - UST-MANA — 4560' (3618' - 1100m) 662 UJ 3900' (2958' - 900m) N55 56.0 E092 29.0 (1978' - 600m) 2920 At or above 4560' (3618') **ROGMA** N55 25.0 E091 33.0 \$\infty\$ 040

CHANGES: Arrivals replaced by STARs.

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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA 14 SEP 07 (10-2G) Eff 27 Sep YEMELYANOVO Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 126.8 942' Trans level: FL59 Trans alt: 4560' (3618') 32001 Russian only KEDUR 2E [KEDU2E] 4500' UJ 2E MSA KRS VOR **RWY 29 ARRIVALS** FOR ILS OR 2 NDB APPROACH FROM SOUTH & WEST **KEDUR** N56 17.0 E091 33.0 At or above FL59 ~ KRASNOYARSK~ 113.2 KRS N56 17.0 E091 08.0 N56 10.2 E092 30.5 E092 46.6 No 4 At 2920 (1978')Krasnovarsk (Cheremshanka) KRASNOYARSK-\*334 BK N56 09.0 E092 35.1 At 3900 N56 06.5 E092 45.9 Intercept (2958') At 2920' 2920' (1978) (1978')WARNING Do not mistake Krasnovarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track **LADES** N55 48.1 E092 14.6 At or above FL69 UST-MANA-662 UJ N55 56.0 E092 29.0 At or above 4560' (3618') NOT TO SCALE FL CONVERSION N55 25.0 E091 33.0 FL69 FL2100m FL59 FL1800m ALT/HEIGHT CONVERSION QNH (QFE) 4560' (3618' - 1100m) 3900' (2958' - 900m) 2920' (1978' - 600m)

KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA 6 MAR 09 (10-2H) Eff 12 Mar YEMELYANOVO STAR Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 126.8 942' Trans level: FL59 Trans alt: 4560' 32001 BERUD 11E [BER11E] 280 4500' GO 11E **RWY 11 ARRIVALS** MSA KRS VOR BY ATC FROM NORTH & EAST **△** OKRIM N56 54.0 E093 10.0 FL CONVERSION FL59 FL1800m ALT/HEIGHT CONVERSION GOREVOYE -(QFE) 1061 GO (3618' - 1100m) 4560' N56 39.0 E092 39.0 2920' (1978' - 600m) At or above NOT TO SCALE **D13 KRS** N56 17.7 E092 11.6 (126° brg to AJ) WARNING Do not mistake Krasnoyarsk (Cherem-D11.4 KRS At 2920 shanka) airport 1 NM north-east of run-N56 18.2 E092 16.0 (140° brg to AJ) (1978) way for Krasnoyarsk (Yemelyanovo) with parallel runway track. At 2920' **D6.5 KRS** N56 16.0 E092 25.3 (1978')At 2920' (1978')108 **BERUD** N56 02.0 E093 08.0 **D10.6 KRS** N56 14.3 E092 13.0 At or above (KRS R-288) FL59 Intercept 300 RR final at At 2920 N55 49.0 E094 18.0 2920' (1978')(1978')LALOM KRASNOYARSK C KRASNOYARSK N55 54.4 E093 49.5 \*334 AJ 113.2 KRS N56 11.6 E092 24.4 N56 10.2 E092 30.5

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CHANGES: BZ NDB replaced by OKRIM.

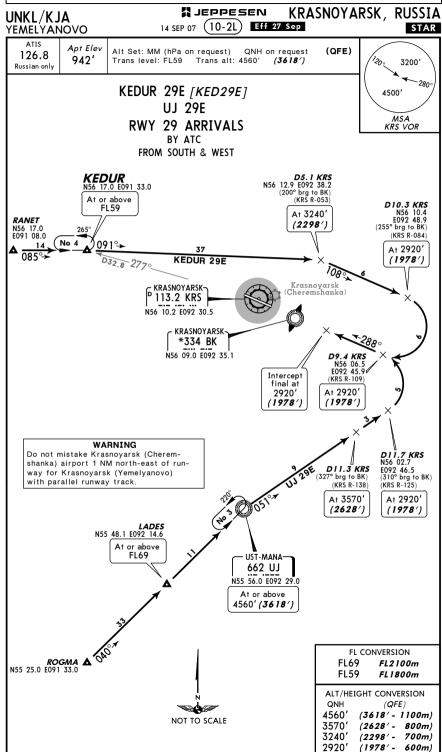
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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA (10-2J) Eff 12 Mar 6 MAR 09 YEMELYANOVO Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 126.8 Trans level: FL59 Trans alt: 4560' 3200' BERUD 29E [BER29E] 280 OKRIM 4500' N56 54.0 E093 10.0 GO 29E **RWY 29 ARRIVALS** MSA KRS VOR BY ATC FROM NORTH & EAST GOREVOYE 1061 GO N56 39.0 E092 39.0 At or above NOT TO SCALE FL59 WARNING Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track. FL CONVERSION FL59 FL1800m ALT/HEIGHT CONVERSION QNH (QFE) C KRASNOYARSK-4560' (3618' - 1100m) 113.2 KRS (1978' - 600m) 2920' N56 10.2 E092 30.5 **D11.7 KRS** N56 08.7 E092 51.2 (268° brg to BK At 2920' Krasnovarsk (1978')**BERUD** N56 02.0 E093 08.0 (KRS R-106/D22.5) At or above -UYAR-FL59 - KRASNOYARSK~ 300 RR \*334 BK N55 49.0 E094 18.0 N56 09.1 E092 35.1 Intercept final at **D9.4 KRS** N56 06.5 E092 45.9 2920' (1978')At 2920 (1978')LALOM 285 N55 54.4 E093 49.5 © JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

KRASNOYARSK, RUSSIA M JEPPESEN UNKL/KJA (10-2K) Eff 27 Sep STAR YEMELYANOVO Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 126.8 942' Trans level: FL59 Trans alt: 4560' (3618') 3200' Russian only 280 KEDUR 11E [KED 1 1E] 4500' LADES 11E [LAD11E] MSA **UJ 11E** KRS VOR RWY 11 ARRIVALS **D10.6 KRS** N56 14.3 E092 13.0 (KRS R-288) BY ATC FROM SOUTH & WEST At 2920 Intercept (1978')RANET final at N56 17.0 E091 08.0 2920' KRASNOYARSK-No 4 (1978')\*334 AJ **A** <del>085°→</del> N56 11.6 E092 24.4 KEDUR 11E **D13 KRS** N56 11.9 E092 07.5 KEDÜR Krasnovarsk N56 17.0 E091 33.0 (KRS R-277/D32.8) (KRS R-273) D12.3 KRS (Cheremshanka N56 10.9 E092 08.5 At 2920 At or above KRS R-269) (1978')FL59 At 2920' (1978')D9.8 KRS At 3900 - KRASNOYARSK D12.7 KRS (2958')113.2 KRS At 3900 N56 10.2 E092 30.5 (2958')WARNING Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track. D18.6 KRS At 4560 (3618') - UST-MANA-662 UJ **LADES** N55 48.1 E092 14.6 NOT TO SCALE N55 56.0 E092 29.0 At or above At or above FL69 4560' (3618') FL CONVERSION FL69 FL2100m FL59 FL1800m ALT/HEIGHT CONVERSION QNH (QFE) 4560 (3618' - 1100m) ROGMA 3900' (2958' - 900m) N55 25.0 E091 33.0 A 2920' (1978' - 600m)

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Apt Elev

942'

JeppView 3.6.3.1

KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA 30 JAN 09 (10-3) Eff 12 Feb YEMELYANOVO

QNH on request (QFE) Trans level: FL59 Trans alt: 4560' (3618') 32001 MOKVA 1E [MOKV1E] -280° 4500 UNTIG 1E [UNTI1E] **RWY 11 DEPARTURES** MSA KRS VOR TO NORTH WARNING Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track. PAVLOVSHCHINA 776 PA N56 45.0 E093 34.0 **BASEL** ▲ N56 45.0 E091 43.0 **UNTIG**N56 23.0 E092 50.0 At or above FL59 **MOKVA** N56 34.2 E091 57.6 At or above Krasnovarsk (Cheremshanka)

> At or above 1930' (988') but not later than

KRS 3.5 DME

These SIDs require a minimum climb gradient 316' per NM (5.2%) up to 1930' (988').

RRASNOYĀRSK 113.2 KRS N56 10.2 E092 30.5

75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT 395 527 790 1053 1317 1580 316' per NM

CHANGES: Tracks updated.

ALT/HEIGHT CONVERSION (QFE) (988' - 300m) (3618' - 1100m)

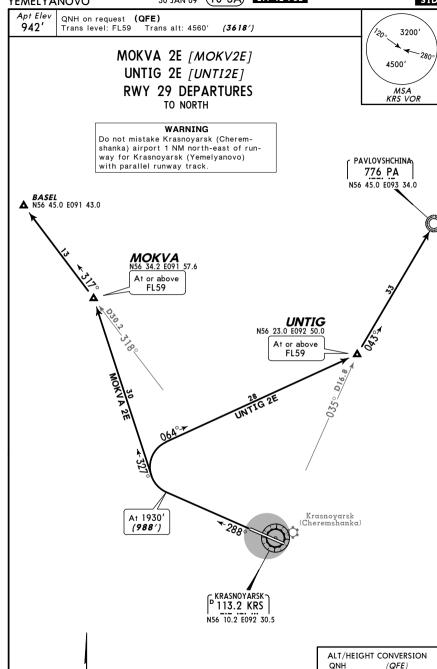
NOT TO SCALE

FL CONVERSION FL59 FL1800m

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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA 30 JAN 09 (10-3A) Eff 12 Feb YEMELYANOVO QNH on request (QFE)



1930'

(988' - 300m)

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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA YEMELYANOVO (10-3B) Eff 7 May Apt Elev QNH on request (QFE) 942' Trans level: FL59 Trans alt: 4560' (3618') BALUT 1E [BALU1E] At 1930' (988') At or above 1930' (**988**') but not later than KRS 3.5 DME MEBAL 1E [MEBA1E] BALUT 1E, VAROV 1E [VARO1E] BALUT 3E [BALU3E] BY ATC **RWY 11 DEPARTURES** TO SOUTH & WEST At or above FL69 **←**255° 100 527 587 BALUT 1E NM (5.2%) up to 19. BALUT 3E NM (5.8%). RRASNOYARSK 113.2 KRS NS6 10.2 E092 30.5 Gnd spee 316' per 352' per 316' per \*334 AJ N56 11.6 E092 24.4 Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track. p27.5 256° **MEBAL** N56 06.0 E091 At or above FL59 **VAROV** 55.0 E091 50.0 At or above FL79 (988' - 300m) (3618' - 1100m) ALT/HEIGHT CONVERSION QNH (*QFE*) 1930' (**988' - 300m**) 4560' (**3618' - 1100m**) FL 59 FL 69 FL 69 FL 79

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CHANGES: BALAV redesignated APRUS.

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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA YEMELYANOVO (10-3C) Eff 7 May 24 APR 09 QNH on request (QFE)
Trans level: FL59 Trans alt: 4560' Apt Elev 942' (3618') BALUT 2E [BALU2E] MEBAL 2E [MEBA2E] VAROV 2E [VARO2E] **RWY 29 DEPARTURES** TO SOUTH & WEST 147.015 Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track. At or above FL69 At 1930' (988') NOT TO SCALE **MEBAL** N56 06.0 E091 42.0 At or above FL59 **VAROV**N55 55.0 E091 50.0
At or above FL79 (988' - 300m) (3618' - 1100m) ALT/HEIGHT CONVERSION QNH (QFE) 1930' (988' - 300m) 4560' (34... FL CONVERSION FL59 FL1800m FL69 FL2100m FL79 FL2400m CHANGES: BALAV redesignated APRUS. © JEPPESEN, 2004, 2009. ALL RIGHTS RESERVED.

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UNKL/KJA Apt Elev 942' N56 10.3 E092 29.6 KRASNOYARSK, RUSSIA **JEPPESEN** 23 OCT 09 (10-9) YEMELYANOVO KRASNOYARSK Ground Start (TWR) 126.8 121.9 118.3 Rwy of KRASNOYARSK (Cheremshanka) is located at 1800m Northeast of KRASNOYARSK (Yemelyanovo) rwy and IS + MET | parallel with it. FOR PARKING POSITIONS SEE 10-9A 942 ୍ର କ୍ରେ ARP 3700m Rwy 29 is approved for CAT II operations, special aircrew and acft certification required. Birds. 1237′ ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND RWY Threshold | Glide Slope TAKE-OFF WIDTH HIRL (60m) CL (15m) ALSF-I PAPI-L (3.00°) 11,288'3441m 197' 60m 11,007'3355m 29 HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L (3.00°) TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) RL & CL 200m 250m 400m 250m 300m

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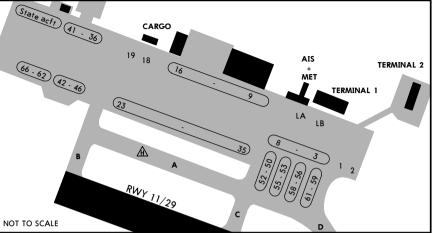
JEPPESEN JeppView 3.6.3.1

UNKL/KJA

JEPPESEN KRASNOYARSK, RUSSIA

23 OCT 09 (10-9A)

YEMELYANOVO



Engines start-up on stands 9 thru 16, 18, 19 and 36 thru 41 is prohibited. Taxiing of AN-124 along the apron is prohibited and allowed only along Twy A from Twy B to Twy D.

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UNKL/KJA

25 SEP 09 (10-9X)

JAA MINIMUMS
KRASNOYARSK, RUSSIA

	YEMÉLYANO					
STRAIG	HT-IN RWY	Α	В	U	D	
11	ILS	1142′(200′)	1142′(200′)	1142′(200′)	1142′(200′)	
		R550m	R550m	R550m	R550m	
	ALS out	R1000m	R1000m	R1000m	R1000m	
	LOC	<b>1320</b> ′(378′)	<b>1320</b> ′(378′)	<b>1320</b> ′(378 <b>′</b> )	<b>1320</b> ′(378′)	
		R900m	R1000m	R1000m	R1400m	
	ALS out	R1500m	R1500m	R1800m	R2000m	
	VOR DME	<b>1590</b> ′(648′)	<b>1590</b> ′(648′)	<b>1590</b> ′(648′)	<b>1590</b> ′(648′)	
		R1000m	R1200m	R1200m	R1600m	
	ALS out	R1500m	R1500m	R2000m	R2000m	
	VOR	<b>1730</b> ′(788 <b>′</b> )	<b>1730</b> ′(788′)	<b>1730</b> ′(788′)	<b>1730</b> ′(788 <b>′</b> )	
		R1200m	R1400m	R1400m	R1800m	
	ALS out	R1500m	R1500m	R2000m	R2000m	
	2 NDB	<b>1380</b> ′(438 <b>′</b> )	<b>1380</b> ′(438′)	<b>1380</b> ′(438 <b>′</b> )	<b>1380</b> ′(438 <b>′</b> )	
	with FAF	R900m	R1000m	R1000m	R1400m	
	ALS out	R1500m	R1500m	R1800m	R2000m	
	2 NDB	<b>1920</b> ′(978 <b>′</b> )	<b>1920</b> ′(978′)	<b>1920</b> ′(978 <b>′</b> )	<b>1920</b> ′(978 <b>′</b> )	
	w/o FAF	R1200m	R1400m	R1400m	R1800m	
	ALS out	R1500m	R1500m	R2000m	R2000m	
	NDB	<b>1750</b> ′(808′)	<b>1750</b> ′(808′)	<b>1750</b> ′(808′)	<b>1750</b> ′(808′)	
	with FAF	R1200m	R1400m	R1400m	R1800m	
	ALS out	R1500m	R1500m	R2000m	R2000m	
	NDB	<b>2100</b> ′(1158′)	<b>2100</b> ′(1158′)	<b>2100</b> ′(1158′)	<b>2100</b> ′(1158′)	
	w/o FAF	R1200m	R1400m	R1400m	R1800m	
	ALS out	R1500m	R1500m	R2000m	R2000m	
29						
29	CAT II ILS	<b>1042</b> ′(100′)	<b>1042</b> ′(100′)	<b>1042</b> ′(100 <b>′</b> )	<b>1042</b> ′(100 <b>′</b> )	
29		RA98' R300m	1042′(100′) RA98′R300m	1042′(100′) RA98′R300m	RA98′R300m	
29	CAT II ILS	RA98'R300m 1142'(200')	1042′(100′) RA98′R300m 1142′(200′)	1042′(100′) RA98′R300m 1142′(200′)	RA98'R300m 1142'(200')	
29	ILS	RA98'R300m 1142'(200') R550m	1042′(100′) RA98′R300m 1142′(200′) R550m	1042′(100′) RA98′R300m 1142′(200′) R550m	RA98'R300m 1142'(200') R550m	
29	ILS ALS out	RA98'R300m 1142'(200') R550m R1000m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m	RA98'R300m 1142'(200') R550m R1000m	
29	ILS	RA98'R300m 1142'(200') R550m R1000m 1310'(368')	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′)	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′)	RA98'R300m 1142'(200') R550m R1000m 1310'(368')	
29	ALS out	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m	
29	ILS  ALS out  LOC  ALS out	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m	
29	ALS out	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408')	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m 1350′(408′)	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′)	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408')	
29	ALS out LOC ALS out VOR DME	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408') R900m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m 1350′(408′) R1000m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m	
29	ALS out LOC ALS out VOR DME ALS out	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408') R900m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m 1350′(408′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m	
29	ALS out LOC ALS out VOR DME	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m R1500m R1500m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m 1350′(408′) R1000m R1500m R1500m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m R1800m 13660′(718′)	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1660'(718')	
29	ALS out  LOC  ALS out  VOR DME  ALS out  VOR	RA98' R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408') R900m R1500m 14660'(718') R1200m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m 1350′(408′) R1000m R1500m R1500m R15400m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1360'(718') R1800m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408') R900m R1500m 1660'(718') R1200m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m 1350′(408′) R1000m R1500m R1500m R1500m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m R1800m R1800m R1800m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1660'(718') R1800m R2000m	
29	ALS out  LOC  ALS out  VOR DME  ALS out  VOR  ALS out  VOR	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408') R900m R1500m 11660'(718') R1200m R1500m 1310'(368')	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m R1500m R1500m R1500m R1500m R1500m R1500m R1500m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m R1800m 1460′(718′) R1400m R2000m 1310′(368′)	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1660'(718') R1800m R2000m 1310'(368')	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408') R900m R1500m 1660'(718') R1200m R1500m 1310'(368') R900m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 1660′(718′) R1400m R2000m 1310′(368′) R1000m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1660'(718') R1800m R2000m 1310'(368') R1400m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R900m R1500m 1350'(408') R900m R1500m 1660'(718') R1200m R1500m 1310'(368') R900m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1660'(718') R1800m R2000m 1310'(368') R1400m R2000m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out 2 NDB	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  1350'(408') R900m R1500m  11500m  11660'(718') R1200m R1500m  1310'(368') R900m R1500m  1310'(368') R900m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m 1310′(368′) R1000m R1800m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1360'(718') R1800m R2000m 1310'(368') R1400m R2000m 1380'(938')	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out 2 NDB	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  1350'(408') R900m R1500m  1660'(718') R1200m R1500m  1310'(368') R900m R1500m  1880'(938') R1200m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m 1380′(938′) R1400m	RA98'R300m 1142'(200') R550m R1000m 1310'(368') R1400m R2000m 1350'(408') R1400m R2000m 1660'(718') R1800m R2000m 1310'(368') R1400m R2000m 1880'(938') R1800m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out 2 NDB with FAF ALS out 2 NDB w/o FAF ALS out	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  1350'(408') R900m R1500m  1660'(718') R1200m R1500m  1310'(368') R900m R1500m  1880'(938') R1200m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m R1800m R1800m	RA98' R300m  1142'(200')  R550m R1000m  1310'(368')  R1400m R2000m  1350'(408')  R1400m R2000m  1360'(718')  R1800m R2000m  1310'(368')  R1400m R2000m  1310'(368')  R1400m R2000m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out 2 NDB w/o FAF ALS out NDB	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  1350'(408') R900m R1500m  1360'(718') R1200m R1500m  1310'(368') R900m R1500m  1310'(368') R900m R1500m  1310'(938') R1200m R1500m  1750'(808')	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m 1310′(368′) R1400m R1800m 13750′(808′)	RA98' R300m  1142'(200')  R550m R1000m  1310'(368')  R1400m R2000m  1350'(408')  R1400m R2000m  1660'(718')  R1800m R2000m  1310'(368')  R1400m R2000m  1310'(368')  R1400m R2000m  1750'(808')	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out 2 NDB w/o FAF ALS out NDB with FAF	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  R1500m  1350'(408') R900m R1500m  1310'(368') R1200m R1500m  1310'(368') R900m R1500m  1310'(938') R1200m R1500m  1750'(808') R1200m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m 1310′(368′) R1400m R1800m 1750′(808′) R1400m	RA98'R300m  1142'(200')  R550m R1000m  1310'(368')  R1400m R2000m  1350'(408')  R1400m R2000m  1660'(718')  R1800m R2000m  1310'(368')  R1400m R2000m  1310'(368')  R1400m R2000m  1750'(808')  R1800m R2000m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out 2 NDB w/o FAF ALS out NDB with FAF ALS out	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  R1500m  1350'(408') R900m R1500m  1310'(368') R1200m R1500m  1310'(368') R900m R1500m  1310'(938') R1200m R1500m  1750'(808') R1200m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m 1310′(368′) R1400m R1800m 1550′(808′) R1400m R2000m	RA98' R300m  1142'(200')  R550m R1000m  1310'(368')  R1400m R2000m  1350'(408')  R1400m R2000m  1660'(718')  R1800m R2000m  1310'(368')  R1400m R2000m  1310'(368')  R1400m R2000m  1750'(808')  R1800m R2000m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out 2 NDB w/o FAF ALS out NDB with FAF ALS out NDB NDB NOB NOB NDB NDB	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  1350'(408') R900m R1500m  1360'(718') R1200m R1500m  1310'(368') R900m R1500m  1310'(368') R900m R1500m  1750'(808') R1200m R1500m  1750'(808') R1200m R1500m  1750'(808') R1200m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m 1310′(368′) R1400m R2000m 1750′(808′) R1400m R2000m 1750′(808′) R1400m R2000m 2030′(1088′)	RA98'R300m  1142'(200')  R550m R1000m  1310'(368')  R1400m R2000m  1350'(408')  R1400m R2000m  1660'(718')  R1800m R2000m  1310'(368')  R1400m R2000m  1750'(808')  R1800m R2000m  1750'(808')  R1800m R2000m  1750'(808')  R1800m R2000m	
29	ILS  ALS out LOC  ALS out VOR DME  ALS out VOR  ALS out 2 NDB with FAF ALS out 2 NDB w/o FAF ALS out NDB with FAF ALS out	RA98'R300m  1142'(200') R550m R1000m  1310'(368') R900m R1500m  R1500m  1350'(408') R900m R1500m  1310'(368') R1200m R1500m  1310'(368') R900m R1500m  1310'(938') R1200m R1500m  1750'(808') R1200m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m R1500m	1042′(100′) RA98′R300m 1142′(200′) R550m R1000m 1310′(368′) R1000m R1800m 1350′(408′) R1000m R1800m 13660′(718′) R1400m R2000m 1310′(368′) R1000m R1800m 1310′(368′) R1400m R1800m 1550′(808′) R1400m R2000m	RA98' R300m  1142'(200')  R550m R1000m  1310'(368')  R1400m R2000m  1350'(408')  R1400m R2000m  1360'(718')  R1800m R2000m  1310'(368')  R1400m R2000m  1310'(368')  R1400m R2000m  1750'(808')  R1800m R2000m	

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UNKL/KJA

25 SEP 09 (10-9X1)

JAA MINIMUMS KRASNOYARSK, RUSSIA YEMELYANOVO

TAKE-OFF RWY 11, 29

	LVP must be in Force			1	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A B C	200m	250m	400m	500m	
D	250m	300m			

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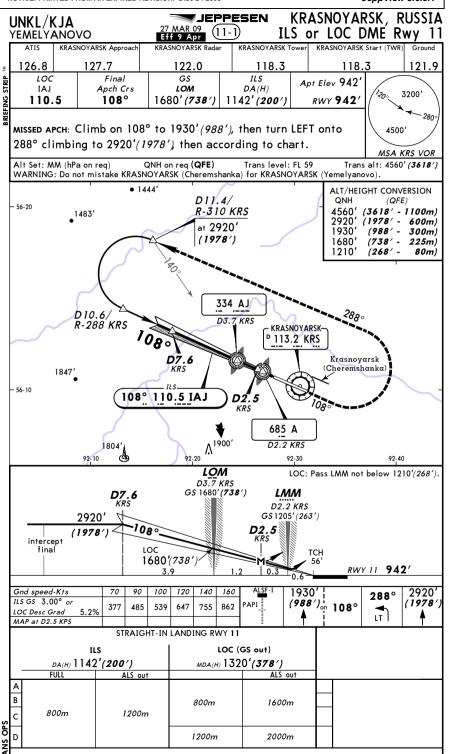
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CHANGES: Procedure ident. Procedure.

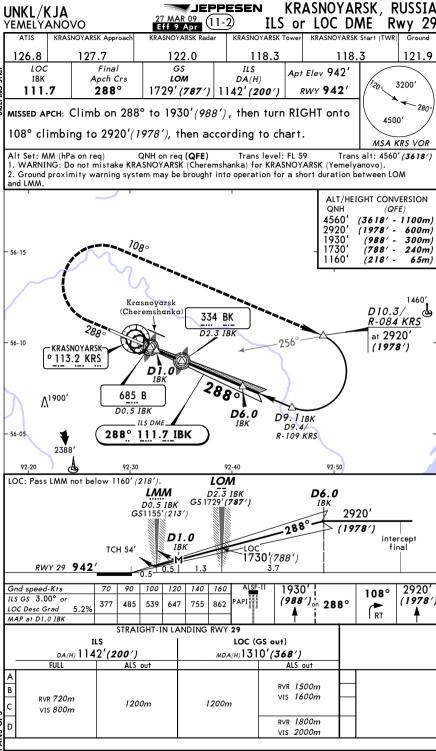
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CHANGES: New procedure.

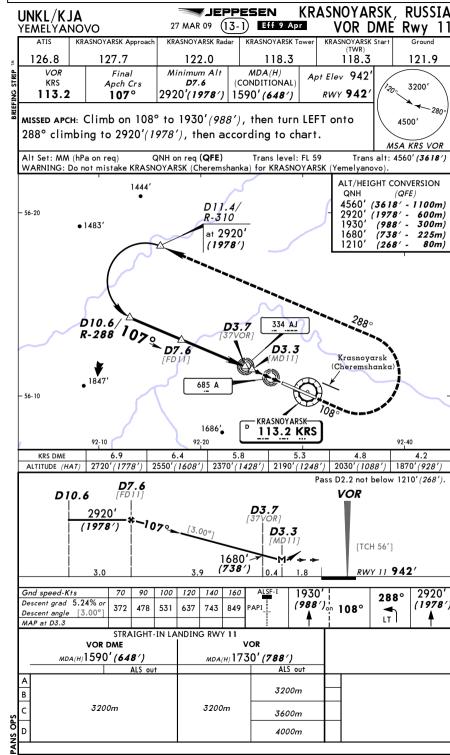
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KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA 27 MAR 09 (11-2A) Eff 9 Apr CAT II ILS Rwy 29 YEMELYANOVO KRASNOYARSK Radar KRASNOYARSK Tower KRASNOYARSK Start (TWR) Ground KRASNOYARSK Approach 126.8 127.7 122.0 118.3 118.3 121.9 CAT II ILS LOC Final GS Apt Elev 942' RA 98' IBK Apch Crs LOM 3200' 111.7 288° 1729' (787') RWY 942' 1042'(100') MISSED APCH: Climb on 288° to 1930' (988'), then turn RIGHT onto 4500' 108° climbing to 2920′(1978′), then according to chart. MSA KRS VOR Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans level: FL 59 Trans alt: 4560' (3618') 1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanoyo). 2. Special Aircrew and Aircraft Certification Required. 3. Ground proximity warning system may be brought into operation for a short duration between LOM and LMM. ALT/HEIGHT CONVERSION (QFE) (3618' - 1100m) 4560' 2920' (1978' - 600m) (988' - 300m) 1930' 56-15 1460 Krasnoyarsk D10.3/ R-084 KRS (Cheremshanka) 334 BK D2.3 IBK at 2920' 56-10 (1978')- KRASNOYARSK <sup>D</sup> 113.2 KRS 685 B ∆<sup>1900′</sup> DO.5 IBK D6.0 D9.1 IBK ILS DME\_ D9.4/ 288° 111.7 IBK 56-05 R-109 KRS 2388 92-20 92-30 LOM LMM D2.3 IBK D6.0 DO.5 IBK GS 1729' (787') IBK GS1155'(213') 2920 (1978') intercept **TCH 54** RWY 29 942' 3.7 Gnd speed-Kts 70 90 100 120 140 160 1930 2920 108° (988')<sub>on 288°</sub> 3.00° 377 485 539 647 755 862 (1978) RT STRAIGHT-IN LANDING RWY 29 CAT II ILS ABCD RA 98' DA(H) 1042'(100') RVR 350m

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CHANGES: Lights.

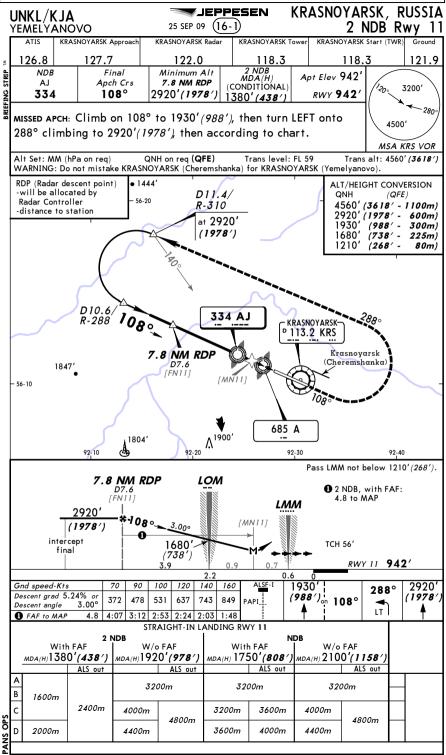
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KRASNOYARSK RUSSIA JEPPESEN UNKL/KJA 27 MAR 09 (13-2) Eff 9 Apr VOR DME Rwy 29 YEMELYANOVO KRASNOYARSK Approach KRASNOYARSK Tower KRASNOYARSK Start KRASNOYARSK Radar 127.7 118.3 126.8 122.0 118.3 121.9 MDA(H) VOR Final Minimum Alt Apt Elev 942 KRS D6.5 (CONDITIONAL Apch Crs 3200' RWY 942 113.2 289° 2920'(*1978'*) | 1350'*(408')* MISSED APCH: Climb on 288° to 1930'(988'), then turn RIGHT onto 4500' 108° climbing to 2920′(1978′), then according to chart. MSA KRS VOR QNH on reg (QFE) Trans level: FL 59 Trans alt: 4560' (3618') Alt Set: MM (hPa on reg) 1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanoyo). 2. Ground proximity warning system may be brought into operation for a short duration between BK NDB ALT/HEIGHT CONVERSION (QFE) 4560' (3618' -1100m) 2920 (1978' - 600m) 1930 (988' - 300m) 56-15 1730 (788' - 240m) 1160 (218' - 65m) 1460' Krasnovarsk (Cheremshanka) D10.3/ R-084 D1.6 at 2920' 334 BK 56-10 (1978')KRASNOYARSK 113.2 KRS D6.5 D2.8 V<sub>1800</sub>, [28VOR] 685 B 56-05 92-20 92-30 3.2 KRS DME 3.7 4.3 5.3 ALTITUDE (HAT) 1730' (788') 1870' (928') 2030' (1088') 2190' (1248') 2370' (1428') 2550' (1608') 2720' (1778)Pass D1.0 not below 1160' (218'). D6.5 **VOR** D9.4 D2.8 2920' [TCH 54'] 1730 (788')RWY 29 942' Gnd speed-Kts 70 90 100 120 140 160 1930 (988')<sub>on</sub> 288° Descent Gradient 5.31% or 376 | 484 | 538 | 645 | 753 | 861 Descent angle [3.04°] MAP at D1.6 STRAIGHT-IN LANDING RWY 29 VOR DME VOR MDA(H) 1350' (408') MDA(H) 1660' (718') ALS out ALS out 3200m 1400m 2200m RVR 1500m 3200m 3600m VIS 1600m

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009



JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 KRASNOYARSK, RUSSIA JEPPESEN UNKL/KJA 25 SEP 09 (16-2) 2 NDB Rwy 29 YEMELYANOVO KRASNOYARSK Approach KRASNOYARSK Tower KRASNOYARSK Start (TWR) Ground KRASNOYARSK Radar 126.8 127.7 122.0 118.3 118.3 121.9 2 NDB MDA(H) NDB Final Minimum Alt Apt Elev 942 BK Apch Crs 6.4 NM RDP (CONDITIONAL 3200' 2920'(1978') | 1310' (368') 334 288° RWY 942 MISSED APCH: Climb on 288° to 1930'(988'), then turn RIGHT onto 4500' 108° climbing to 2920′(1978′), then according to chart. MSA KRS VOR Alt Set: MM (hPa on reg) QNH on req (QFE) Trans level: FL 59 Trans alt: 4560' (3618') 1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo). 2. Ground proximity warning system may be brought into operation for a short duration between LOM and LMM. RDP (Radar descent point) ALT/HEIGHT CONVERSION -will be allocated by (QFE) Radar Controller 4560' (3618' - 1100m) -distance to station 2920' (1978' - 600m) 1930' (988' - 300m) 1730' (788' - 240m) 56-15 1160' (218' - 65m)1460' Krasnoyarsk (Cheremshanka) D10.3/ R-084 334 BK at 2920' 56-10 (1978')- KRASNOYARSK <sup>□</sup> 113.2 KRS [MN29] 685 B 6.4 NM ∆<sup>1900′</sup> 2880 RDP D6.5 [FN29] D9.4/ R-109 56-05 2388 LOM 6.4 NM RDP Pass LMM not below 1160' (218'). 1 2 NDB, with FAF: LMM 2920' 5.1 to MAP (1978') MN291 intercept TCH 54' -1730′ final (788') RWY 29 942' 0.5 2.3 Gnd speed-Kts 70 90 100 120 140 160 1930 2920 108° Descent grad 5.33% or (988') in 288° (1978 378 486 540 648 755 863 Descent angle 3.05° RT FAF to MAP 5.1 4:22 3:24 3:04 2:33 2:11 1:55 STRAIGHT-IN LANDING RWY 29 With FAF W/o FAF With FAF W/o FAF MDA(H) 1310'(368') | MDA(H) 1880'(938') | MDA(H) 1750'(808') | MDA(H) 2030'(1088') ALS out ALS out ALS out ALS out 3200m 3200m 3200m RVR 1500m 1200m VIS 1600m 4000m 3200m 3600m 4000m 4800m 4800m RVR 1500m RVR 1800m 4000m 4400m 3600m 4400m VIS 1600m VIS 2000m

CHANGES: Missed approach.

